

Route 28 & Tysons Corner Comparison

Tyson's Committee of the Planning
Commission

October 5, 2011

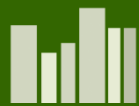
Route 28 and Tysons Comparison

Project	Route 28	Tysons
Project Scope	Route 28 Widening from two lanes to eight lanes, and construction of ten interchanges. Suburban network and construction focused predominately on serving automobile traffic.	Multi-modal; Roadways, Transit, Bike, Pedestrian approach to address a variety of future transportation needs.
Major Transportation Improvement	Route 28 Road Widening & Interchanges: Public* – 25% Private – 75%	Tysons-wide roadway improvements; Public* – 67.5% Private – 32.5%
Additional Transportation Improvements	Road-Only Project: •Additional improvements made to some secondary roads, and private developer access. •These improvements were paid for by multiple sources outside of the scope of the tax district.	Multi-modal Needs: •Neighborhood Access •Transit Improvement •Grid of streets: Public* – 50.1% Private – 49.9%

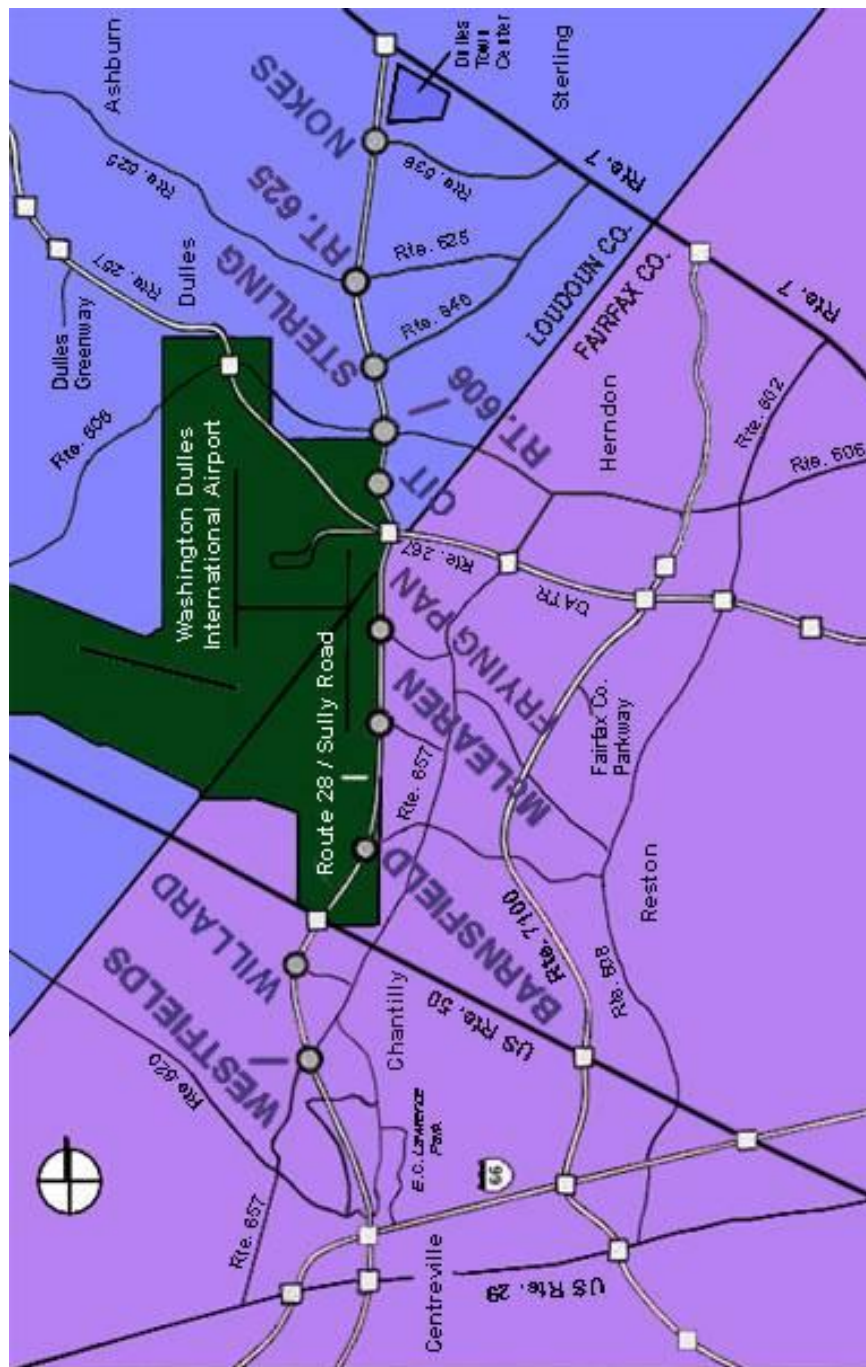
* Public Sector funding assumes Federal, State, Regional and Local contributions.

Route 28 and Tysons Comparison

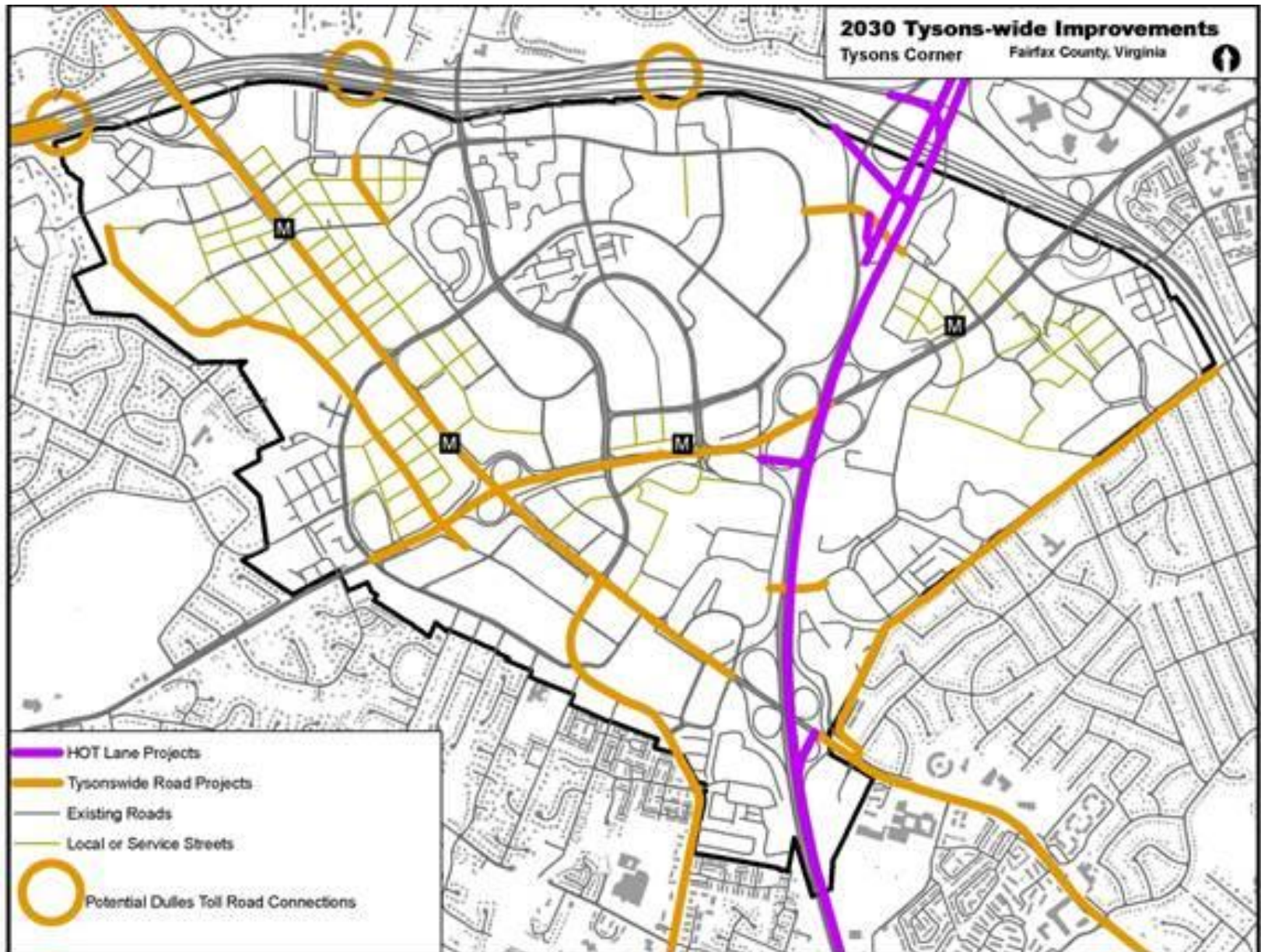
Project	Route 28	Tysons
Environment and Development Levels	<p>Essentially undeveloped.</p> <ul style="list-style-type: none"> •Was mostly undeveloped “greenfields”. •Relatively low-density residential and commercial development identified in comprehensive plan. •No urban network of complete streets to implement. •Transportation improvements planned independently of land use. 	<p>Planning large scale redevelopment.</p> <ul style="list-style-type: none"> •Is mostly developed. •Planned for high-density mixed-use development to implement County’s growth management strategy. •Plan focuses development where it already exists and is evolving Tysons Corner. •Plan seeks to implement an urban network of complete streets and facilities. •Transportation improvements planned in conjunction with land use.
Private Sector Contributions	<ul style="list-style-type: none"> •When the Route 28 tax district was established, the property owners were not paying any other special taxes to support transportation. •A portion of the property owners included in the Route 28 Tax District are now also included and funding the Dulles Rail Phase II Tax District. 	<ul style="list-style-type: none"> •All of the property owners included in the planned Tysons-wide transportation improvement area are already included and funding the Dulles Rail Phase I tax district.



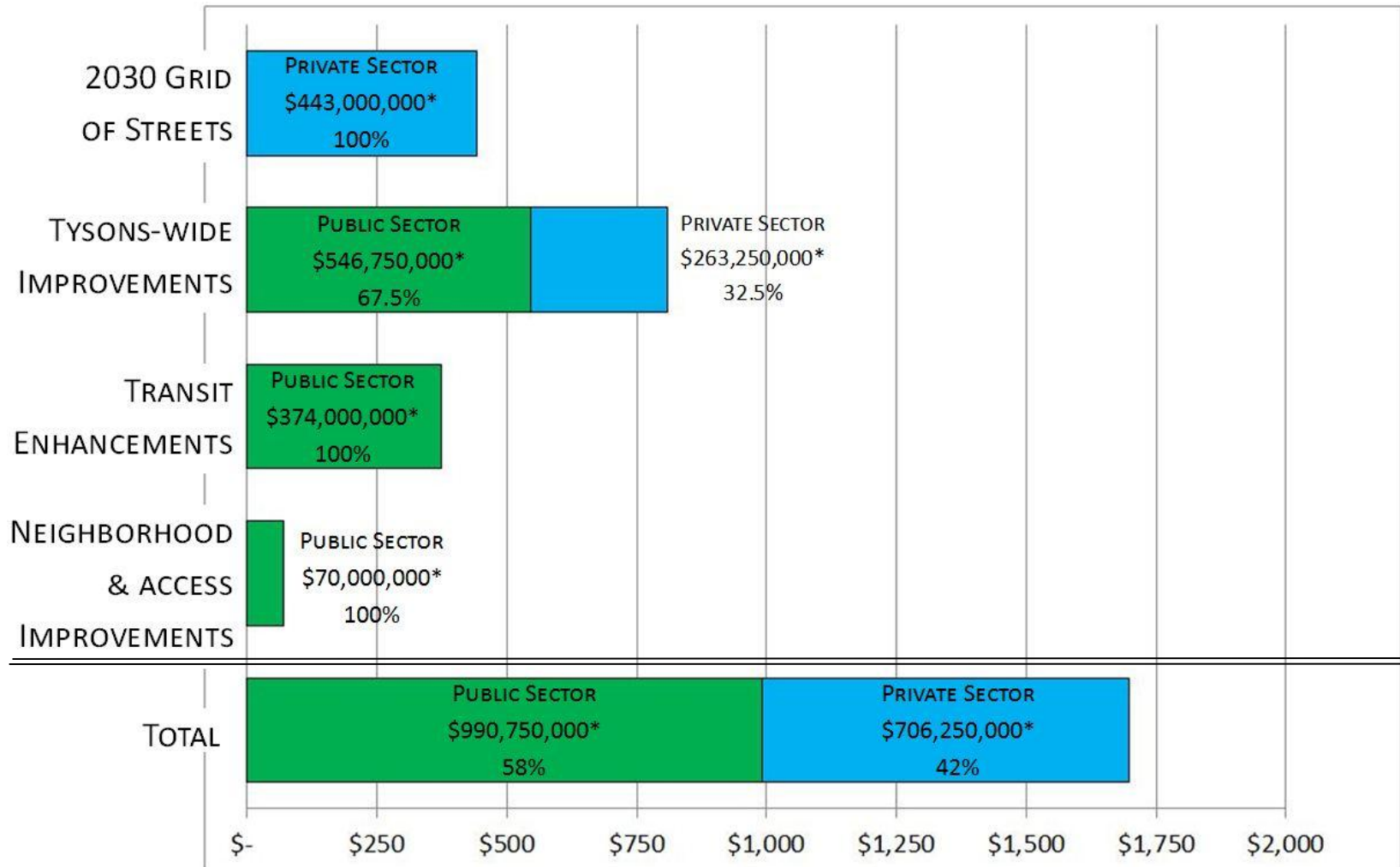
Route 28 Corridor Project Area



Tysons Corner Project Area



Staff Proposed Allocation by Category



* Cost estimates based on 2009-2010 dollars.

* Public Sector funding assumes Federal, State, Regional and Local contributions.